

TO READERS AND CORRESPONDENTS.
The Gazette will be pleased to receive all communications upon current topics. Anonymous communications however cannot be published. In all cases the writer's name must be given, (not for publication as a guarantee of good faith.)

No subscription continued after expiration of time paid for.

THURSDAY, DEC. 25, 1890.

BRISTOL POST OFFICE.

ARRIVAL AND DEPARTURE OF MAIL.

NEW YORK. Arrives at 7:30, 10:15 A. M., 1:30 P. M. Closes at 7:00, 8:15, 11:30 A. M., 4:40, 6:15 P. M.

PHILADELPHIA. Arrives at 7:00, 7:45 A. M., 10:00, 11:45 P. M. Closes at 6:45, 10:00 A. M., 4:30, 6:00 P. M.

NEWARK. Arrives at 7:00, 7:45 A. M., 10:00, 11:45 P. M. Closes at 6:45, 10:00 A. M., 4:30, 6:00 P. M.

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There has been far too much talk

about Indian matters. Correspondents at the seat of war have

been up their imaginations reple-

ndly and so on. No sooner is one

rumor telegraphed outward than

immediately on the heels of it comes

another denying it, till the whole be-

comes a tissue of contradictory

rumors. It was no worse during the

civil war. If correspondents cannot be

truthful they ought to be as truthful as

they can.

L. A. Dixon, of Sodas, N. Y., claims

to have discovered an electric rock which

will be an original source of electricity

for all time to come. It is of dark slate

color, and is composed of iron, calcium,

aluminum and other minerals. Just

connect it with wires in a solution of

salt and water, and it will give incan-

descent light to any extent and unlim-

ited power. So Dixon says. It will

probably come into common use along

with the Keeley motor.

Francis Hodgson Burnett ought to

have tried Dr. Koch's lymph for hor con-

sumptive son.

The prospect is that before long we

shall certainly have a satisfactory elec-

tric street car propelled by the storage

or accumulator system. A carrier has

been constructed of an alloy of alumi-

nium, with a new coat, which it is be-

lieved will supplant everything now in

use. Then good-by death dealing wires,

good-by overworked horses.

Real kings travel over Europe, but

they generally fight shy of visiting a

Yankee republic. Honest old Dom Pedro

was almost the only ruler who was an

exception, since he came among us at the

height of his power like a plain citizen.

Now, however, a genuine king is on his

way to visit this country, and he will

make an extended stay. The fact that

he is brown skinned, and that he comes

to us by way of the west coast instead of

the eastern, constitutes Kalakaua, of the

Sanwich islands, none the less a royal

personage.

Muldoon, the wrestler and physical

trainer, says the best prescription for

the bodily training of a broken down

young man in high life would be "six

months on the island"—that is to say,

half a year of the life led by the ordi-

nary city convict in a workhouse prison.

Mr. Muldoon declares that six months

at hard labor, with regular hours and

plain food, would be the making of a

fashionable young man physically. He

would come out in splendid trim, with

muscles all firm, spot elastic, eye bright

and appetite equal to emergency. We

repeat the prescription for the benefit of

those most interested. Any young man

can try it. Muldoon himself does not

change anything for it.

A Prehistoric Custom Repeated.

Geological students are carefully in-

structed in the facts that can be gleaned

about a people who, driven by their en-

At Christmas falls on Thursday this year, the following quotation from an ancient motto reads in the British museum may be appropriate:—
"Xmasday on Thursday be,
A wondrous winter day shall be;
Windy weather in each week,
And hard frosts, strong and thick;
The summer shall be good and dry,
Corn and wheat shall multiply;
That year is good for lands to till,
Kings and princes shall be still;
If a child born that day shall be,
He'll prosper right well for he;
Of deeds he shall be good and stable,
Wise of speech and reasonable;
Whoso that day goes thieving about,
He shall be punished without doubt;
And if sickness that day befall,
It shall quickly from thee fall."

LOCAL INTELLIGENCE.

—The clerk of the weather promises a much colder day for Christmas.
—The Post office closes at noon today and will remain closed until tomorrow morning.
—The Gazette wishes its readers one and all a Merry Christmas and a Happy New Year.
—On next Thursday evening the installation of officers of H. Clay Beatty Post, G. A. R., will take place.
—The Gazette is issued some hours earlier this week than usual, in order that all hands may enjoy the Christmas holiday.

—John McVaine and John McGee, who were seriously injured by the grade crossing accident, are slowly recovering from their wounds.
—The Jr. O. U. E. A. M. will have no meeting this evening. At the next meeting the election of officers for the ensuing quarter will take place.

—The familiar face of A. Lincoln Wilson, who has been in Mexico for over a year, is seen more in Bristol. He comes home to spend the holidays.
—List of letters remaining in Bristol Post Office, December 25, 1900: Mrs. Mary Allen, Mr. Budd, G. Wharton Fisher, William A. Gangs, Miss Gallagher, Geo. Hatanan, Minnie Murphy, Garrard Williams.

—Lewis Jones, the proprietor of the Bristol Brewery Mills, sent a check of \$25 to each of the Bristol Fire companies in recognition of their services in subduing the flames at the mill on Thanksgiving day.

—Messrs. W. Elwood Heston, Joseph T. Heston and Fremont Harned sailed on the steamer Majestic yesterday for Europe. They will be absent for six or eight months and propose spending the greater portion of their time in Nice and Paris.
—Next Sunday morning, Rev. I. W. Goodhue will preach a Christmas sermon, subject, "The Great Consummation." In the evening the subject will be "A Marvelous Promise."

—Joseph B. Hutchinson, who has been superintendent of the West Pennsylvania division of the Pennsylvania railroad, has been promoted to be superintendent of the Philadelphia, Wilmington & Baltimore railroad, with headquarters at Wilmington.
—Miss Sallie Neitz, one of the teachers in Bristol's public schools, has resigned her position here to accept one with a more lucrative salary attached, at Cliftonham, Montgomery county. Miss Neitz is the teacher who achieved considerable notoriety some time ago by her courageous defiance of Bristol's Chief of Police, who invaded her school-room to take her to task for punishing his son.

—At the regular weekly meeting of Martha Washington Chapter, O. E. F., on last Thursday evening, the following were elected officers for the ensuing term: S. K. M. Porter, Grand; S. C. Jones, C. J. Adams; J. C. Jones, C. Foster; M. R. Alex. Wilson; Recording Secretary, A. F. Armstrong; Financial Secretary, John B. Farrell; Treasurer, Wm. P. Wright; Representative, Alex. O. Watson; Trustee, John Carthy.

—Another paper "has come to stay." The Valley Press, issued from the Every Evening office, made its first appearance yesterday. It is double the size of the little daily, and "is a serious matter of advertising." The local matter is set in from the Every Evening columns, while the inside pages are Kellogg's "patent insides." The patronage it will receive will demonstrate the proposition as to whether Bristol wants another weekly newspaper or not.
—The annual election and installation of officers for Bristol Lodge, No. 25, F. and A. M., took place last Saturday evening. The following officers were elected: Worshipful Master, Jonathan E. Wright; Senior Warden, Thomas H. Shackhouse; Junior Warden, Dr. J. N. Richards; Treasurer, William Kinsey; Secretary, L. V. Rousseau; Representative to the Grand Lodge, John G. Vandegrift. After the installation of the officers the members descended to the banqueting room and partook of an excellent supper.

—The Christmas Festival of the Presbyterian Sunday-school was held in the church on Tuesday evening. It was in every way a very successful affair. The church was beautifully decorated with greens. A brick chimney, made of paper boxes, filled with candy, was a new feature of the entertainment, and a veritable Santa Claus with a long flowing beard and pack on his back, jumped in the window and distributed the gifts to the children. Carols and praise reading by the school, and a pleasing talk by the pastor, Dr. E. P. Shields, made up the programme.

—A Bristol special to the Philadelphia Enquirer says: Friends of Wright Jagers, formerly a resident of this place, and for years a prominent member of the Methodist church, are agitated over the mysterious disappearance of his body and baggage. For some time past he has complained of poor health, and a few months ago gave up his position as a wool-sorter in Grandy's factory, removing to Darby, where he found work. A week ago he left that place for a visit to his home in England; and on arriving in New York died suddenly of heart failure, according to the account which reached his friends. It is known that he had considerable money with him, and nobody knows where his body has been buried or his effects conveyed. A committee of his former fellow-workmen will go to New York to investigate.

—The Lotus Literary Society held a regular meeting last Monday night, at the Baptist church parlor, about 80 members being in attendance. A reading entitled "Woman," by Thomas Ardrey, was the first order of exercise; then followed the reading of the

paper by the editor, Mr. Doran Green. The articles were numerous and consisted of humorous and satirical. The interest taken in the paper proves it to be one of the most entertaining and instructive of the weekly programmes. The debate then followed—subject, "Resolved, That the U. S. Government should control the Railroads of our Country." The affirmative side of the question was taken up by Messrs. F. Max Gress and Peter R. Diehl. The negative by Messrs. R. B. Kelly and Thos. Ardrey. The judges decided in favor of the affirmative. The president appointed the following members to contribute original articles to the next paper: Messrs. I. W. Goodhue, R. B. Kelly, F. Max Gress, Harry Sicket and Charles Cobley. The following is the programme for Monday evening next: Essay, Harry Sicket; reading, A. L. Watt; subject for debate, "Resolved, That Prohibition is Legally Defensible." It was unanimously agreed to hold a public entertainment on Monday evening, January 20th, 1891.

—On Saturday evening a public meeting was held in Evans' Hall, relative to the sad accident at Mill street crossing. The meeting was organized by the election of John Lawrence, chairman, Thomas Smith, Vice-President and Thomas Muffitt, secretary. A committee of five were appointed to present resolutions expressing the object of the meeting. While the committee were getting the resolutions in shape the meeting was addressed by several gentlemen relative to grade crossings, their dangers, etc., and the necessity of their abolition. The committee on resolutions reported the following, which were unanimously adopted:

WHEREAS, we, the residents of Bristol, learn with profound sorrow of the sad and sudden death on the Mill street crossing of the Pennsylvania Railroad of Hugh Dever, Charles Jones, and John McGee, who, while using ordinary care and precaution while in the performance of their daily occupations met such violent deaths entirely through the negligence of the aforementioned company in failing to maintain an exceedingly high rate of speed through a well frequented thoroughfare, to provide the necessary guard flags, tower or other arrangement best suited to the general protection of the public.

Resolved, That in view of the indisputable facts connected with this sad case, and in view of the further fact that railroad companies are bound by law to give the fullest protection to the public, entirely independent of the existence of gates, such being a purely precautionary, it is the sense of this meeting that the Pennsylvania Railroad Company merit the severest censure for this utter disregard of life and limb.

Resolved, That the citizens of Bristol demand, at the hands of its Council, the execution of the law, which will guarantee full protection to the citizens of Bristol, and in every possible degree lessen the loss of life or limb.
Resolved, That the residents of Bristol extend the deepest sympathy to the families of the deceased in their sad bereavement, and that the Board of Trustees be requested to include them a copy of this resolution.
On motion of Thomas Smith it was agreed to present the matter to the Board of Trade, and the meeting adjourned to meet at the call of the chairman.

THE GRADE CROSSING DISASTER.

The coroner's inquest into the frightful grade crossing at Mill street on Saturday, the 13th inst., by which four persons were killed and two seriously injured, was held on last Thursday afternoon, too late for publication in the Gazette of that date. The testimony of twenty-two was taken. The engineer of the Congressional Limited, the train that caused the accident testified that the train was 9 minutes behind time and that it came around the curve at a speed of 45 miles an hour, that all the signals displayed a clear track, and that it was impossible to stop the train. He considered the crossing a dangerous one. The fireman's testimony was to the same effect. John F. Moore, the gate-tender, who was on duty when the accident occurred, testified that he first saw the limited coming when it was on the "face" bridge, a short distance above the crossing; but did not see it before, owing to a freight train having just passed; had lowered the gates for the freight, and when it passed, not receiving any signal on the electric bell in the watch box, raised them again; two wagons and a cart started across in opposite directions, and just as I turned around I saw the train. I threw up my hands and hollered. Could not have shut the gates. Did not have time. Saw the freight train. Am sure the bell did not ring. It is not reliable; sometimes trains come along without the electric bell signalling. The bell does not ring for freight trains—only for passenger. I do not keep any schedule of the trains. Wasn't sure but what it had passed, as No. 25 was late and might have mistook the passing of the latter for the limited. I don't talk out on the tracks to see if the road is clear after freights pass. Just bend my head and look up and down. Have never been instructed to watch signal post. Depend on bell. When that is out of order, just watch up and down the road and get gates down quick as I can after seeing a train coming. The bell signal starts when a train is half a mile away. The bell had rung all right just prior to the accident and immediately afterwards. I heard the whistle of 31 blow three times. Train was then on Race bridge. Don't think engineer would have blown unless he had seen obstruction, as he never does blow for that crossing.

William Shackhouse, John C. Stuckert, Walter F. Leedom, William H. Wilson, Josiah Goodwin, and several others, who witnessed the accident, all testify that the bell did not ring, and that the engine whistle was blown.

John McVaine, the owner and the driver of the team that was struck was visited by the jury at his home, his injuries preventing him from leaving the house. He testified that he drove up just as the gates were raised and kept on across, heard the signal bell ring, heard some one yell, looked out, saw the train and jumped. Some other testimony was given but the important facts are embodied above. The testimony was mostly given at the O'Connell House, at 8 o'clock, the jury convened at Dr. H. Purser's office, where after hearing the statement of G. Morris Dorrance, Attorney for the railroad with reference to the system of signals employed and the duties of the gatekeeper, and some additional testimony from Operator Smith who runs the signal tower, agreed upon the following verdict: "We find that Neill McVaine, Hugh Dever, Joseph Hussey and Charles Johnson came to their deaths on December 15, 1890, by being struck by train No. 25, of the Pennsylvania Railroad, at Mill street crossing, Bristol borough, in consequence of the electrical appliance which rings the alarm bell in the gatekeeper's house not working properly and the gates being raised and while they are up. But we do not believe any system can be devised that will make this crossing safe as long as the railroad tracks cross at grade."

—The party of home rule and freedom in Ireland is at present a spectacle for gods and men. Are the Tories at last to outgeneral the Liberals and Home Rulers? The fighting policy of the Tories has been throughout that of ancient Chinese armies. If balls sufficiently foul smelling could be thrown into the enemy's ranks to demoralize them and drive them away because of sheer inability to stand the stench, then the tom toms of the host that had the worst smelling balls beat a glorious victory. This is the sort of victory the Conservative party will win in England, if it does win. It is to be congratulated on gaining a battle with mud throwing guns when legitimate powder and shot had no effect.

An Indian believes his mission to be the killing of a fellow being, white man preferred, says Senator Manderson, of Nebraska.

GRADE CROSSINGS.

Editor of GAZETTE:—In your notice in last week's issue of the sad accident at the Mill street railroad crossing, you very truly say, "the only remedy for the prevention of such accidents in the future is to abolish the grade crossings." The question arises, how can it be done at that particular crossing? It is said the Railroad Company is willing to expend \$50,000 in elevating their road, providing the Borough Council would pay half the expense. That is a proposition that could not be entertained for one moment by Council. They could not borrow the money on bonds issued by the Borough or raise the money by taxation, without an alteration of the Borough charter, which prohibits them from increasing the debt of the borough beyond \$10,000, and they have already reached that limit. Two ways have been suggested. One is, that the company purchase the Osmund and part of the McEwen properties and pull down the buildings. That would very much lessen the danger in crossing the track; then the people could see up and down the road when a train was approaching. But such an arrangement would not secure safety to the traveling public. The railroad now comes in and goes out of the borough on a sharp curve. Standing at Mill street crossing and looking up either way the road you can't see a train 500 feet either way. What chance of escaping death would a man have in attempting to cross the track in a heavy loaded wagon, in case the alarm bell failed to give the gate-keeper timely notice of an approaching train running at the rate of 45 miles an hour, as was the case with the train that caused the late terrible accident? It appears to me if there was the least hesitancy on the part of the horses in attempting to cross, they would be run down before the engineer could stop his train. Such an arrangement would cost a large sum of money, but would not remedy the danger in crossing the track. The other remedy is, that the railroad company abandon the present track for through trains, and make a cut-off, commencing below Otter bridge, connecting with the present road, thence continuing through the Bath meadows crossing Bath street at the head of the mill race, thence across the vacant lots to Beaver street, and on to a point on the main line, east of Bristol, near the Shackhouse farm, a distance of about one and a-half miles through a level piece of land on which there are no buildings. The tract could be elevated to any necessary height without damage to any buildings. Such an improvement would be a complete remedy for all accidents which happen at grade crossings in the borough. Since 1865 there have been killed on the road some 34 persons, and over 50 injured by the cars within a radius of a mile and a-half.

Some reasons why the company should move in this matter at once are that the citizens of the Third and Fourth wards are demanding from Council the opening of a street across the canal to intersect with Mulberry street, to give them greater facilities with the First and Second wards. The subject has been before Council. They allege as a reason for opening the street, that should anything happen to Mill street bridge it would stop travel, which is likely to take place at any time there would be no means of crossing the canal but at the Beaver street bridge, which would not stand the travel over it two days before it would fall down. The extending of Mulberry street across the railroad tracks would be attended with safety to and danger to the company, as well as persons receiving freight from the cars. The receiving and delivering of freight from that point would have to be removed. Another reason is given why a street should be opened to intersect with Mulberry street is, that the operatives, to the number of one hundred, employed in the two mills in the Fourth ward and living in the First and Second wards, have to travel twice the distance they would if a street was opened across the canal. It is believed that the railroad company can avoid all future trouble and expense by removing their tracks, and building an elevated road and doing away with all grade crossings.

I see by the report of the coroner's jury they say they do not believe any system can be devised that will make the crossing safe, as long as the railroad tracks cross at grade. Another strong reason why the present tracks should be removed.

—The secretary of the interior recommends that a thorough geological survey of Florida be made, for the purpose of getting at the boundless phosphate beds which it is believed are buried there. Florida was once thought to be one of the poorest states in the Union. Now new sources of wealth are springing up there constantly. Her fruits and early vegetables are a vast sum of money yearly, on the coast are unrivaled health resorts and it has lately been found that the state furnishes excellent facilities for the sheep raising industry. If now to this are to be added vast deposits of fertilizing phosphates, then indeed will Florida's fortune be made. Besides the phosphates other valuable minerals have also been found.

A child otherwise healthy and natural has been born without a sign of an eye. Its forehead extends smoothly down to its nose. The child is fortunate in one respect. If it has no eyes it will never be obliged to wear them out learning the rules of grammar.

For the first time in the history of his leadership of the Irish party Parnell lost temper and showed it in his reference to Mr. Gladstone.

We shall soon have barrels of Dr. Koch's lymph in America, and consumptives throughout the country will have opportunity to test whether they can be restored to health.

The party of home rule and freedom in Ireland is at present a spectacle for gods and men. Are the Tories at last to outgeneral the Liberals and Home Rulers? The fighting policy of the Tories has been throughout that of ancient Chinese armies. If balls sufficiently foul smelling could be thrown into the enemy's ranks to demoralize them and drive them away because of sheer inability to stand the stench, then the tom toms of the host that had the worst smelling balls beat a glorious victory. This is the sort of victory the Conservative party will win in England, if it does win. It is to be congratulated on gaining a battle with mud throwing guns when legitimate powder and shot had no effect.

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—The Eastern agricultural press has ascertained, as the result of a canvass of 210,000 farmers in various parts of the country, that Grover Cleveland is the choice of 71,757 of them for Presidential candidate in 1892. Blaine the choice of 39,209, and Hill, Hatch, Harrison, and Rusk of still smaller numbers. An interesting statement of the views of rural voters on financial and industrial questions was also obtained during the same canvass.

—Our readers will be glad to know that the Philadelphia and Reading railroad intend to push the Terminal work as rapidly as possible. "One year after the bill becomes a law," said President McLeod, of the Reading railroad, after the learning of the passage of the Terminal bill to Congress, "trains will be running into Twelfth and Market streets unless something unforeseen happens. The working plans for the structure are all made up, and if it was necessary, work could be begun to-morrow."

—As soon as we are assured that the bill is a law we will get our specifications ready and advertise for bids for the construction of the road. As soon as this work is completed we will be glad to take up with the city the work of removing the balance of grade crossings. What we now intend to do is only the beginning."

A series of Winter Tours to Florida via Pennsylvania Railroad.
Last year many people fled from the intolerable humidity of the Southern climate during the summer months, and the uniformity of temperature and bright sunlight together with a new phase on life. This winter the Pennsylvania Railroad Company, in pursuance of a policy inaugurated several years ago, and with many additional incidental improvements, has arranged a series of five tours, to be run from New York to Jacksonville, as follows: January 20th, February 3rd and 17th, March 3rd and 17th. Tourists will be taken to the Florida Palace Cars in charge of a Tourist Agent and Conductor. A limit must necessarily be made in order to allow each passenger a double berth, and this limit has been made one hundred and fifty.

The Christmas Festival of the St. James' Episcopal Sunday School will be held in the chapel this evening.
The Christmas Festival of the M. E. church Sunday School, will be held on Friday evening.
The Buckley street Mission Festival will be held at 3 o'clock Saturday afternoon.
The St. Paul's Mission Festival will be held on Saturday night.
The Baptist Sunday School will hold its festival on next Tuesday evening.

—Governor Weaver issued his certificate declaring the city of Allegheny a city of the second class.
—The accounts of David I. Edwards, formerly of Philadelphia, manager of the Jacob Ulmer Meat Packing Company, of Pottsville, are \$2500 short, and Edwards is missing.
—In a communication in the Public Ledger, Finlay Acker, grocer, says one pound of tea will make 300 cups, when rightly made.
—A John Paine, colored, who shot and killed Fred Lawton, colored, at Lenth, Saturday night, went to Uniontown last Sunday night and surrendered himself to the Sheriff.

—Sixteen members of St. Paul's Lutheran Church, of Chertseyville, Northampton county, have been held for court for desecrating the churchyard by leveling the family grave plots.
—Secretary Munroe, of the Trenton Interstate Fair association, has sent out checks to the stockholders in payment of a five per cent. dividend. The next fair will be held on September 28, 29 and 30, and October 1 and 2.

—Philadelphia statistics show that fifty women are employed to one hundred men in that city. Not so long ago the sight of a woman following any avocation in public attracted a crowd. So the world advances.

—John W. Young, the eldest son of the late Brigham Young, has purchased 3,000,000 acres of land in Mexico as a home for the 10,000 Mormons who will be obliged to remove from Utah in obedience to the United States laws against polygamy.

—Colonel Sumner has surrounded and captured Big Foot's band of Sitting Bull's followers in the vicinity of Standing Bull's camp, and nearly all of the followers of Sitting Bull have been taken.

—William Duval, a Baltimore man, wrote to twenty-four Senators that he had named his first-born child after them, and solicited their subscriptions to a benefit to be given in his behalf. The fraud was exposed by Senator Manderson, who had received one of the letters, remembering that he had seen a similar missive addressed to Senator Morrill.

—A Phillipsburg, N. J., public school teacher, learning that her pupils were collecting money to buy her a Christmas present, advised them to use the money to buy a ton of coal for a poor family in that place, instead of buying a present. She herself contributed liberally toward purchasing provisions for the same needy family.

—The Parliamentary election in North Kilkenny, while being yet in doubt, is believed to have resulted in the success of Sir John Pope Hennessy, the anti-Parnellite candidate who defeated Mr. Vincent Souilly, Mr. Parnell's candidate, by 1000 votes, according to Michael Davitt. Mr. Parnell made no claim but said the result would be close, whatever side won.

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The Knights of Labor and other working people's organizations that will join them are to appeal directly to the country to support or disapprove of their aims. The united bodies will hold a convention in February at which a platform will be adopted expressing the views of workmen, declaring their fundamental principles and laying down plainly what its framers and those they represent demand in the way of state and national legislation. The nomination and election of candidates favoring these views will be strongly urged.

The coming college course will probably have in it less Greek and more psychology.
A prominent Canadian reports that the sentiment in favor of reciprocity with the United States is spreading rapidly in his country.

Dr. Koch himself, the discoverer of the consumption cure lymph, has developed symptoms of tuberculosis. Now if he can cure himself he will do what other doctors cannot do, and the world will indeed have faith in his remedy.

This is what The London Iron and Steel Trades Journal says about tin plates in America: "If tin plates are to be made in the states to successfully compete with the product of the Welsh works, the possibility of which we doubt, it will only be done with the aid of the leaders of the tin plate industry of this country."

At the meeting of the National Farmers' Alliance a little woman, Mrs. Driggs, was enthusiastically for the formation of a third party. She made a speech in favor of her position, and the remarks following were vociferously applauded: "Do you like the old name Republican? I do—the grand old Republican party of Abraham Lincoln. Do you like the name Democrat? So do I—the name of the grand old Democratic party of Thomas Jefferson. But we are facing another way. We are facing the future. I want to say that words are things."

Will It Ever Be Done?
The paragraph below is from an Indiana paper, The Air Line News. We commend these observations on the subject of a well known domestic evil to the attention of our lady readers. We reproduce the paragraph in order that they may have opportunity to get even with that Air Line editor. It pains us to see him sneering such a large sneer at the whole female sex, but we are quite confident the ladies can take care of him:

Could anything be a better illustration of the way women do things than to compare with the way men do things? To look over a village, say, a thousand families on a Monday morning! In a thousand little kitchens a thousand women would be seen thronging about a thousand little cook stoves, heating a thousand little wash basins, hanging their clothes on a thousand little clothes lines. It is by no means rare to find the men of such a village to be under the need to do the work, their first step would be to get a clock, and then a stove, and a washing machine, so organize the work for the whole town, receive good salaries therefor, and then, when the clock, stove and washing machine business on Monday just so on other days.

The Zone System of Railway Fares.
A writer in The Century has compiled from the Hungarian government report an abstract of the zone system of railway fares which it adopted in August, 1889. The success of the system has been so remarkable that railway men from all parts of the world are hastening to Hungary to learn the workings of this new method. Under this plan long distance fares are only one-fifth of what they were before, while short distance are one-half less. Yet, strange to say, in spite of these sweeping reductions the revenues of the railroads have been substantially increased, so great is the rush of travel since the zone system went into operation.

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From Hungary we have a suggestion of reform in railway management which promises to revolutionize the passenger business. The "zone" system, as it is called, was put in operation in Hungary in August, 1889. It has, therefore, had a brief experience to justify its practicability, but the results thus far have been so encouraging that the project is being adopted. The method consists of a division of the territory of Hungary into four concentric zones, Budapest, the capital, being the center. The first zone included stations within 50 kilometers—160 miles—from the center; the second, all more than 50 and less than 100; the third, all more than 100 and less than 150; the fourth, all more than 150 and less than 200 kilometers. The fares for the first zone are 15 kilometers, or a little more than 10 miles in length; the second zone are 25 kilometers in length, and the fourth zone are 50 kilometers in length. The fares for the first zone are 15 kilometers, or a little more than 10 miles in length; the second zone are 25 kilometers in length, and the fourth zone are 50 kilometers in length.

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The best remedy for the complaints of early children, such as colic, flatulence, &c., is Dr. Bull's Baby Syrup. Price 25 cents.

Ask Your Friends About It.
Your distressing cough can be cured. We know it because Kemp's Balsam within the last few years has cured so many coughs and colds in this community. It is remarkable that it has been won by its genuine merit. Ask some friend who has used it what he thinks of Kemp's Balsam. There is no medicine so pure, more so, as this. Large bottles 50 cents and \$1.00 all druggists.

A Complete Establishment.
Johnson Brothers, the popular clothiers at the corner of Mill and Wood streets, are now ready for the Fall and Winter trade. They can dress a man from head to toe in the best style and for a small amount of cash. Their Clothing, Hats, Caps, Underwear, Hosiery, Shoes and Neckwear, are all of the latest styles and best makes. They have suits from \$5 to \$20, honest goods and well made. Hats from 40 cents to \$3.00. Underwear from \$1.00 to \$3.00 per suit, and shoes, well made, neat, strong and substantial, at various prices. For reliable goods, bought from standard houses, go to Johnson Brothers. They keep no auction trash upon their premises.

Cut Flowers.
For corsage bouquets, floral designs in choice flowers for funerals. Harry Chambers, Florist, 23 Market street.

Colony for Montana, Oregon, Washington or British Columbia points should take no other line than the Northern Pacific Railroad.
This railroad, with its main and branch lines, has brought into communication with the east all prominent sections of the great northwest. It is the only line traversing Montana and Washington. It is the only line running through trains from the east to and through the state of Washington. It is the short line from St. Paul to Butte City and Helena, Mont., Spokane Falls, Wash., and Portland, Oregon, and the only all rail line to Tacoma and Seattle, Wash.

Under present car arrangements Pullman sleeping cars and furnished tourist sleepers are run via the Wisconsin Central, and Pullman Palace Sleepers via the Chicago, Milwaukee & St. Paul, and Northern Pacific from Chicago through to the Pacific coast without change.

In addition to this service the Northern Pacific runs on its through express trains regular day coaches, dining cars and free colonist sleepers from St. Paul to Tacoma and Portland. The Northern Pacific line allows the holders of second class tickets to stop at Chicago, St. Paul, Portland, Tacoma, and Seattle, Wash., and at other points west thereof, ten days at each place desired. This will enable settlers to thoroughly examine all lands for sale in the new state before selecting a permanent location. No other line offers holders of second class tickets an opportunity of examining all sections of this great state without the payment of additional fares of from \$5.00 to \$20.00.

For Maps, Time Tables and Illustrated Pamphlets, or any special information desired, address your nearest ticket agent, or Chas. S. Fee, Gen'l. Pass. and Ticket Agent, St. Paul, Minn.

"The best medical writers claim that the successful remedy must be one that is non-irritating, easy of application, and one that will reach all the remote sores and ulcerated surfaces. The history of the efforts to treat cancer during the past centuries to admit that the only remedy that has been successful, and that is Ely's Cream Balm. This pleasant remedy has no matter of any kind in it, and it is not only easy of application, but it is the most effective remedy for cancer that has ever been used, and both physicians and patients are greatly benefited by its use. The more distressing symptoms yield to it."

DIED.
HARRISON—Dec. 19th, at 10 o'clock, P. M., of pneumonia, Taylor Harrison, aged 8 months, nearly.

Estate of ELLWOOD DORAN, late of Bristol Borough, deceased.
ALL persons indebted to said estate are requested to make immediate payment, and all claims against the same must be presented to the undersigned in order for settlement, without delay to
EDMUND WRIGHT, Administrator.
Tollettown, Pa.

Estate of PETER WHITE, deceased, late of Philadelphia, Bucks County.
ALL persons indebted to said estate are requested to make immediate payment, and all claims against the same must be presented to the undersigned in order for settlement, without delay to
EDMUND WRIGHT, Administrator.
Morristown, P. O.

Estate of ELYZA ROOZE, late of Bristol borough, Bucks County, deceased.
ALL persons indebted to said estate will make payment, and all claims against the same, will be presented to the undersigned for settlement without delay, to
SARAH A. POTTS, or her Attorney, J. C. STUCKERT.

Estate of LUCY A. KEE, late of Bristol Borough, Bucks County, deceased.
ALL persons indebted to said estate, will make payment, and all claims against the same, will be presented to the undersigned for settlement without delay, to
WILSON B. KEE, Executor, or his Attorney, JOHN C. STUCKERT.

Philadelphia Business Index.

Fine Tailoring At Reasonable prices.

JOHN LIEUPOLD & SON,
610 Arch Street, (OPPOSITE ARCH ST. THEATRE.) Philadelphia.

BEST CARPETS AT OFF PRICES.

We have bought from the Best Manufacturers a large lot of Tapestry Brussels at prices much below the cost to make them, and will give you the benefit of an exceedingly low price as long as they last. The patterns are all new and very pretty, and the quality is the best that can be had. Do not fail to see them. The prices are 40c., 50c., 60c., 70c. Our extra heavy quality Ingrains at 40c. and 50c., are very handsome.

HOWARD THOMAS & CO.
1206 Market St., Philada.

MODEL COFFEE HOUSE,
27 and 29 SOUTH FOURTH STREET.

HAVING BEEN THOROUGHLY REPAIRED SINCE THE FIRE, HAS BEEN RE-OPENED. Every part of the building has been completely renovated. A cool and pure atmosphere has been secured by a thorough system of Ventilation. Improved Cooking Apparatus has been introduced, and all of the fixtures have been enlarged, and many other improvements adapted to suit the convenience and comfort

